

# **BookletChart<sup>TM</sup>**

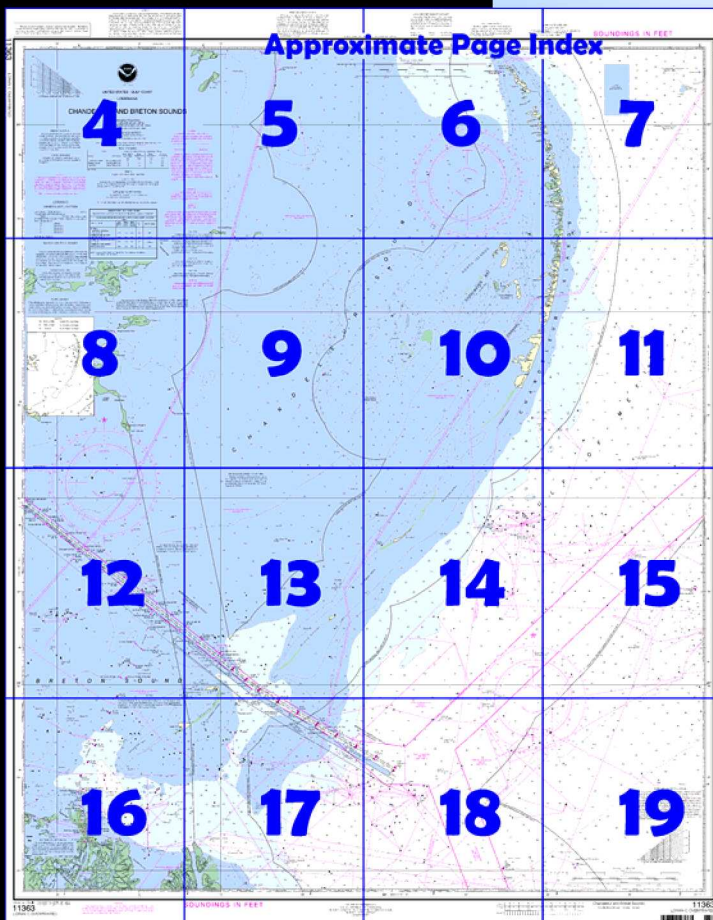
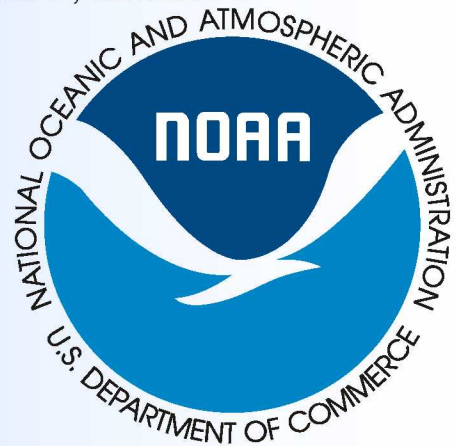
## **Chandeleur And Breton Sounds**

(NOAA Chart 11363)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



**Home Edition (not for sale)**



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

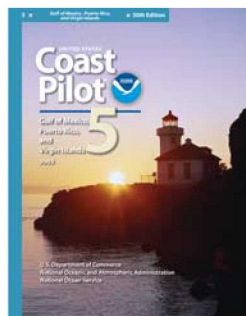
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [Coast Pilot 5, Chapter 7 & 8 excerpts]

(4) **Mississippi River** empties into the N central part of the Gulf of Mexico through a number of mouths or passes which, taken together, form the delta of the river. The river and its tributaries form the largest network of navigable waters in the world. The two principal passes, South Pass and Southwest Pass, are about 1,600 nautical miles from New York, 500 nautical miles from Key West, 300 nautical miles E of Galveston, and 440 nautical miles E of Corpus Christi. The

river is the access to the Ports of New Orleans and Baton Rouge, and the numerous cities in the central part of the United States located in the Mississippi River Valley and along its tributaries, the Ohio, Missouri, Red, Tennessee, and other rivers flowing into it. From the mouth, at the entrance to Southwest Pass, it is about 1,840 miles to Minneapolis, 1,960

miles to Pittsburgh, 1,680 miles to Knoxville, and 1,530 miles to Chicago via the Illinois Waterway.

(5) New Orleans can also be reached by the more direct deep-draft route through the Mississippi River-Gulf Outlet Canal, about 30 miles N of South Pass. The outlet canal extends from deepwater in the Gulf to the junction with the Inner Harbor Navigation Canal at New Orleans.

(6) The shape of the delta is somewhat like the foot of a bird, with its four toelike extensions protruding into the Gulf. The passes consist of narrow-banked deposits of sand and clay brought down by the river current which continuously adds them to the seaward margins of the delta. In this manner the delta is being built seaward at an estimated average rate of 300 feet a year. Numerous bays between the passes are changing through wave and tidal action and filling up with the immense amounts of material carried down by the river. The upper half of **Garden Island Bay** has been filled in so that now it is a marsh.

(29) **Mississippi River-Gulf Outlet Canal** is a 66-mile-long deepwater channel that extends NW from deep water in the Gulf of Mexico to the Inner Harbor Navigation Canal at New Orleans.

(120) **Baptiste Collette Bayou**, on the E side of the river 11.5 miles Above Head of Passes (AHP), connects the Mississippi River with Breton Sound. The entrance from Breton Sound is protected by jetties. In June 2002, the controlling depth was 8 feet across the bar in Breton Sound; thence in 1997-March 2002, 11 feet to the Mississippi River. The channel is marked by lights and daybeacons.

(342) **Chandeleur Sound** and **Breton Sound** lie S of Mississippi Sound and N of the Mississippi River Delta; no clear line of demarcation lies between them—Chandeleur is the N of the two sounds.

(343) **Chandeleur Islands**, forming the E boundary of Chandeleur Sound, comprise a narrow, crescent-shaped chain of low islands starting 10 miles S of Ship Island and continuing in a general S-by-W direction for a distance of 20 miles. SW from these islands are **Curlew Island**, **Grand Gosier Islands**, and **Breton Islands**. The Breton Islands mark the E limit of Breton Sound. Chandeleur Sound offers smoother water than the passage E of the islands to shallow-draft vessels bound from Mississippi Sound to Mississippi River.

(344) In March 1992, shoaling to 14 feet had reportedly extended up to 1.9 miles NW of the N end of the Chandeleur Islands in about 30°04'42"N., 88°53'42"W.

(345) The Mississippi River-Gulf Outlet Canal, which enters Breton Sound from the Gulf between Breton Islands and Grand Gosier Islands, is described in chapter 8 with the Mississippi River Channels.

(346) **North Islands**, **Freemason Islands**, **New Harbor Islands**, and **Old Harbor Islands** are on the E side of Chandeleur Sound. Only fishermen and trappers frequent these, which are separated from each other by shallow unmarked channels. Protected anchorage for small boats in stormy weather can be found in **Shoalwater Bay**, **Smack Channel**, and other passages.

(348) Chandeleur Islands, Curlew Island, Grand Gosier Islands, Breton Islands, North Islands, Freemason Islands, New Harbor Islands, and Old Harbor Island Shoal lie within the **Breton Island Wildlife Refuge** and are subject to the rules and regulations prescribed by the U.S. Department of Interior.

# Table of Selected Chart Notes

Corrected through NM Sep. 05/09  
Corrected through LNM Aug. 25/09

## HEIGHTS

Heights in feet above Mean High Water.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.746' northward and 0.168' westward to agree with this chart.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## CAUTION

### Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

For Symbols and Abbreviations see Chart No. 1

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## NOTE B

Colregs Demarcation Lines follow the general trend of the seaward high water line except where charted.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Buras, LA	WXL-41	162.475 MHz
Gulfport, MS	KIH-21	162.40 MHz

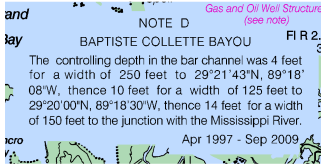
## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light List and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ◐ (Approximate location)



Mercator Projection  
Scale 1:80,000 at Lat. 29°47'  
NORTH AMERICAN DATUM OF 1983  
(WORLD GEODETTIC SYSTEM 1984)

## SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.

## PLANE COORDINATE GRID

(based on NAD 1927)

The Louisiana State Grid, south zone, is indicated by dashed ticks at 40,000 foot intervals thus: --+--  
The last three digits are omitted.

## LORAN-C

### GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz

PULSE REPETITION INTERVAL

7980.....79,800 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M.....	Master
W.....	Secondary
X.....	Secondary
Y.....	Secondary
Z.....	Secondary

EXAMPLE: 7980-W

### RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: - - - -

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Chandeleur Light	(30°03'N/088°52'W)	feet 1.2	feet ---	feet ---
Breton Islands	(29°30'N/089°10'W)	1.4	1.4	---
Jack Bay	(29°22'N/089°21'W)	1.4	1.2	---

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Aug 2009)

11363

LORAN-C OVERPRINTED

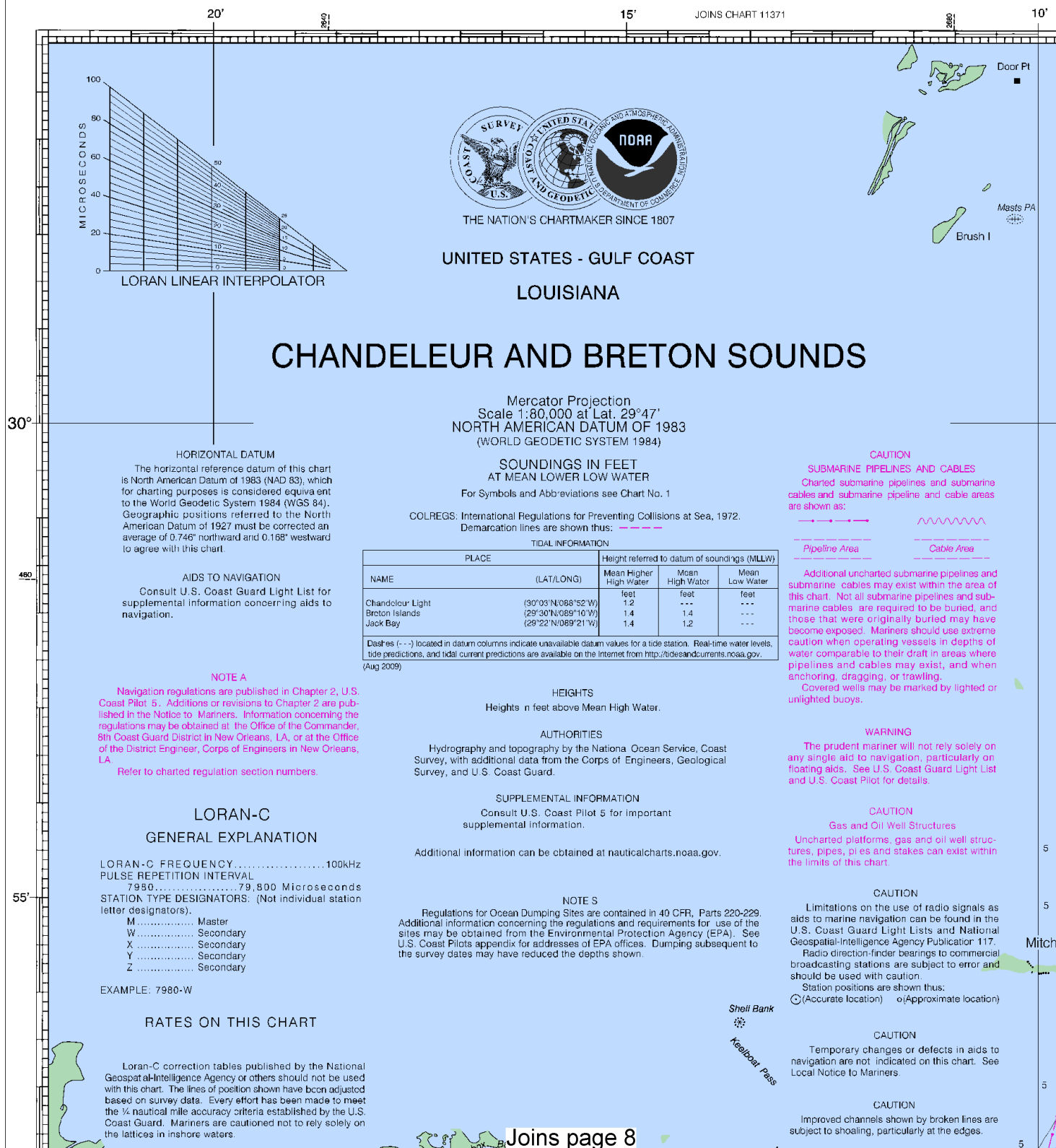
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## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

## PRINT-ON-DEMAND CHART:

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4



ITS

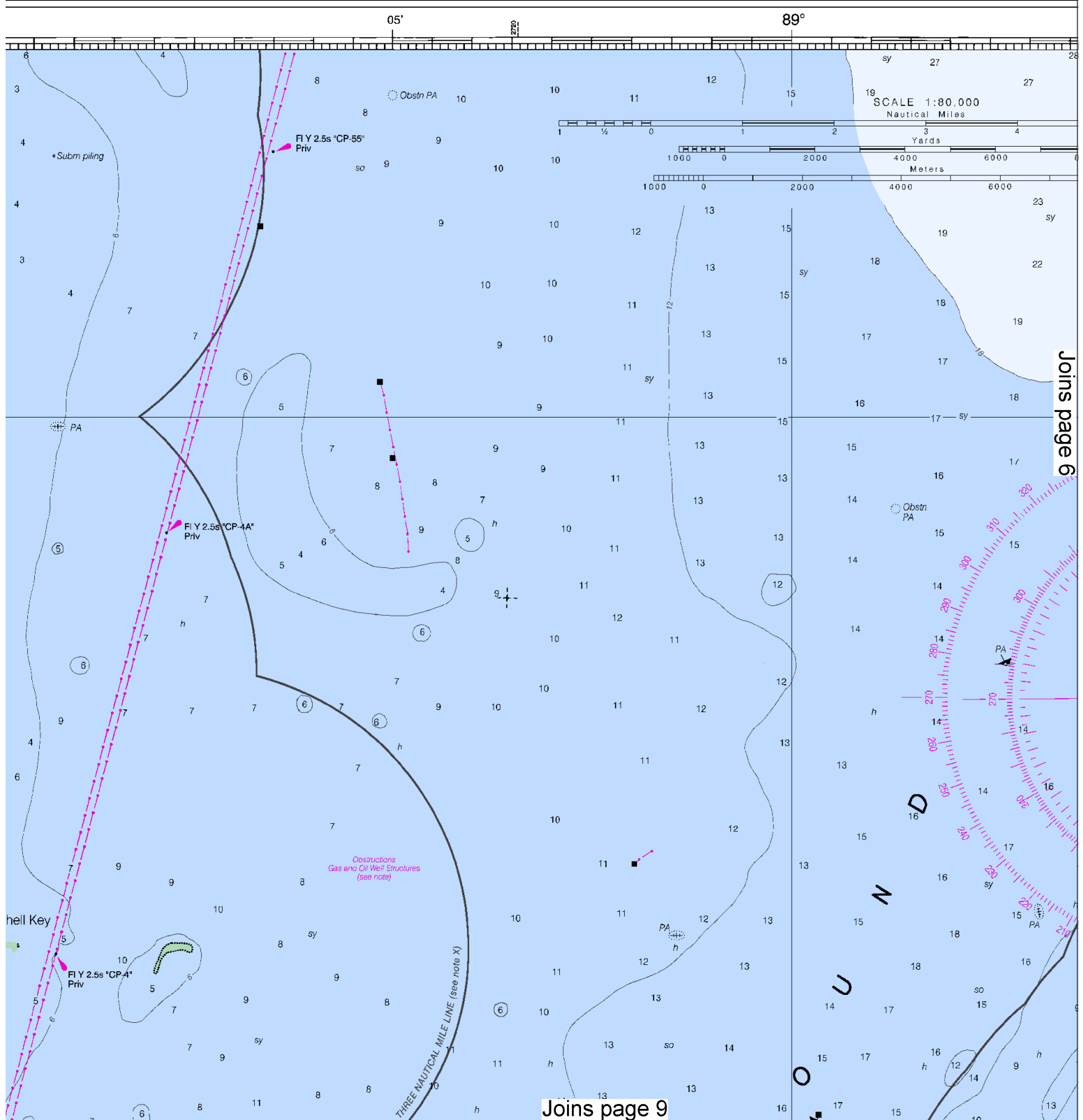
offer this chart to Mariners and when ordered few Editions are as traditional Print-on-Demand 00-584-4883, alCharts.gov, or OceanGrafix.com,

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Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Formerly C&GS 1270, 1st Ed., Feb. 1924 G-1947-693 KAPP 55

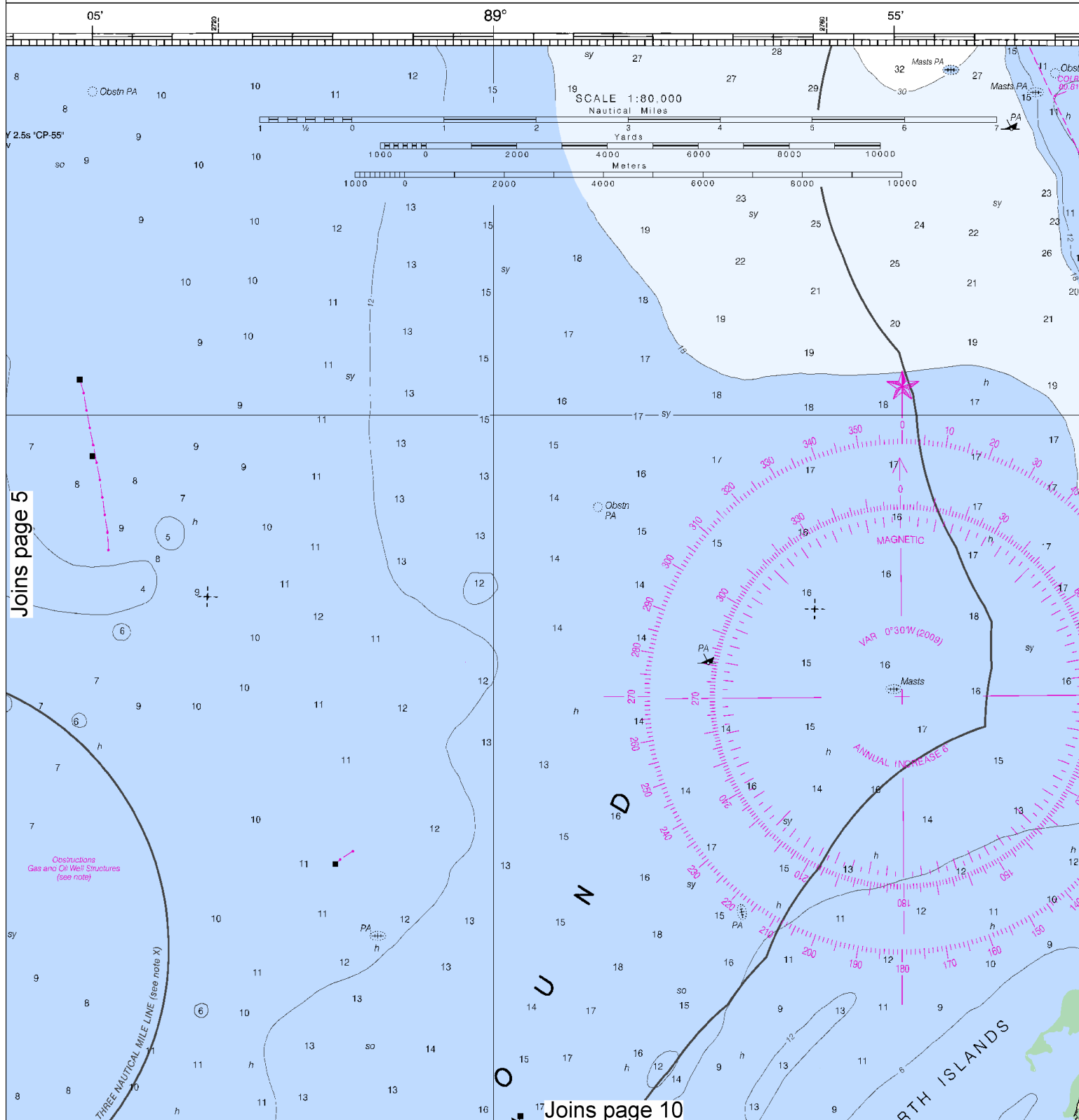


This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

5

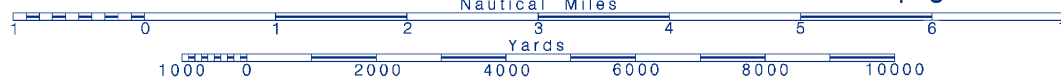
Formerly C&GS 1270, 1st Ed., Feb. 1924 G-1947-693 KAPP 55

Buras, LA	WXL-41
Gulfport, MS	KIH-21



SCALE 1:80,000  
Nautical Miles

See Note on page 5.



# 6



BROADCASTS  
 dio stations listed  
 weather broadcasts.  
 typically 20 to 40  
 nna site, but can be  
 niles for stations at

#### POLLUTION REPORTS

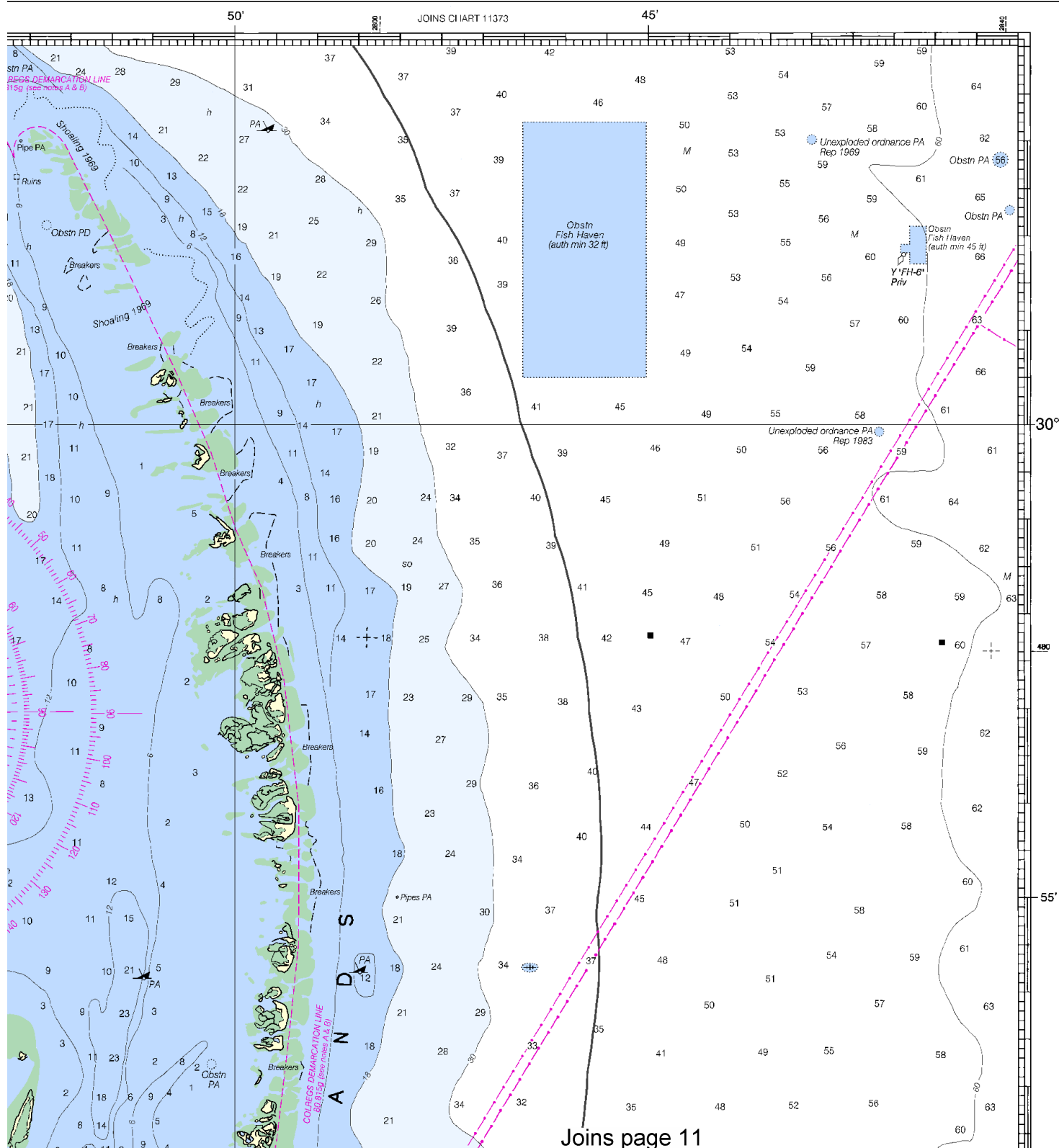
Report all spills of oil and hazardous sub-  
 stances to the National Response Center via  
 1-800-424-8802 (toll free), or to the nearest U.S.  
 Coast Guard facility if telephone communication  
 is impossible (33 CFR 153).

#### PLANE COORDINATE GRID (based on NAD 1927)

The Louisiana State Grid, south zone, is indicated by  
 dashed ticks at 40,000 foot intervals thus: —+—  
 The last three digits are omitted.

162.475 MHz  
 162.40 MHz

SOUNDINGS IN FEET



11363

LORAN-C OVERPRINTED

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: n/a .

7

Y ..... Secondary  
Z ..... Secondary

EXAMPLE: 7980-W

### RATES ON THIS CHART

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#### RADAR REFLECTORS

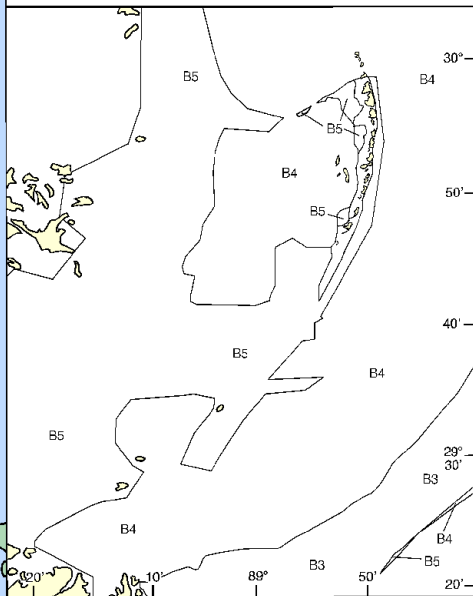
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

#### SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

#### SOURCE

B3	1940 to 1969	Partial bottom coverage
B4	1900 to 1939	Partial bottom coverage
B5	Pre-1900	Partial bottom coverage



Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location) ○ (Approximate location)

#### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

#### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

#### NOTE B

Colregs Demarcation Lines follow the general trend of the seaward high water line except where charted.

Shell Bank

Kielboat Pass

Martinbor Bayou

Scow Pass

Skiff I

Rawhead I

Comfort I

Pt Comfort

Q 12ft "2" Priv

Morgan Harbor Pass

Pt Paulina

Pt Lydia

Chicot Pass

TERRITORIAL SEA (see note X)

Chicot I

Marsh

Point Chicot

Subm pilings PA

Subm pilings PA

Subm pilings PA

Subm pilings PA

Subm pilings PA

Subm pilings PA

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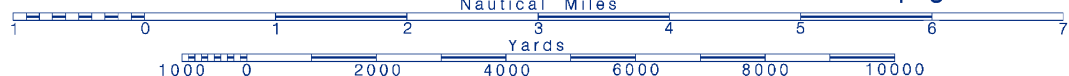
Subm pilings PA

Joins page 12

Printed at reduced scale.

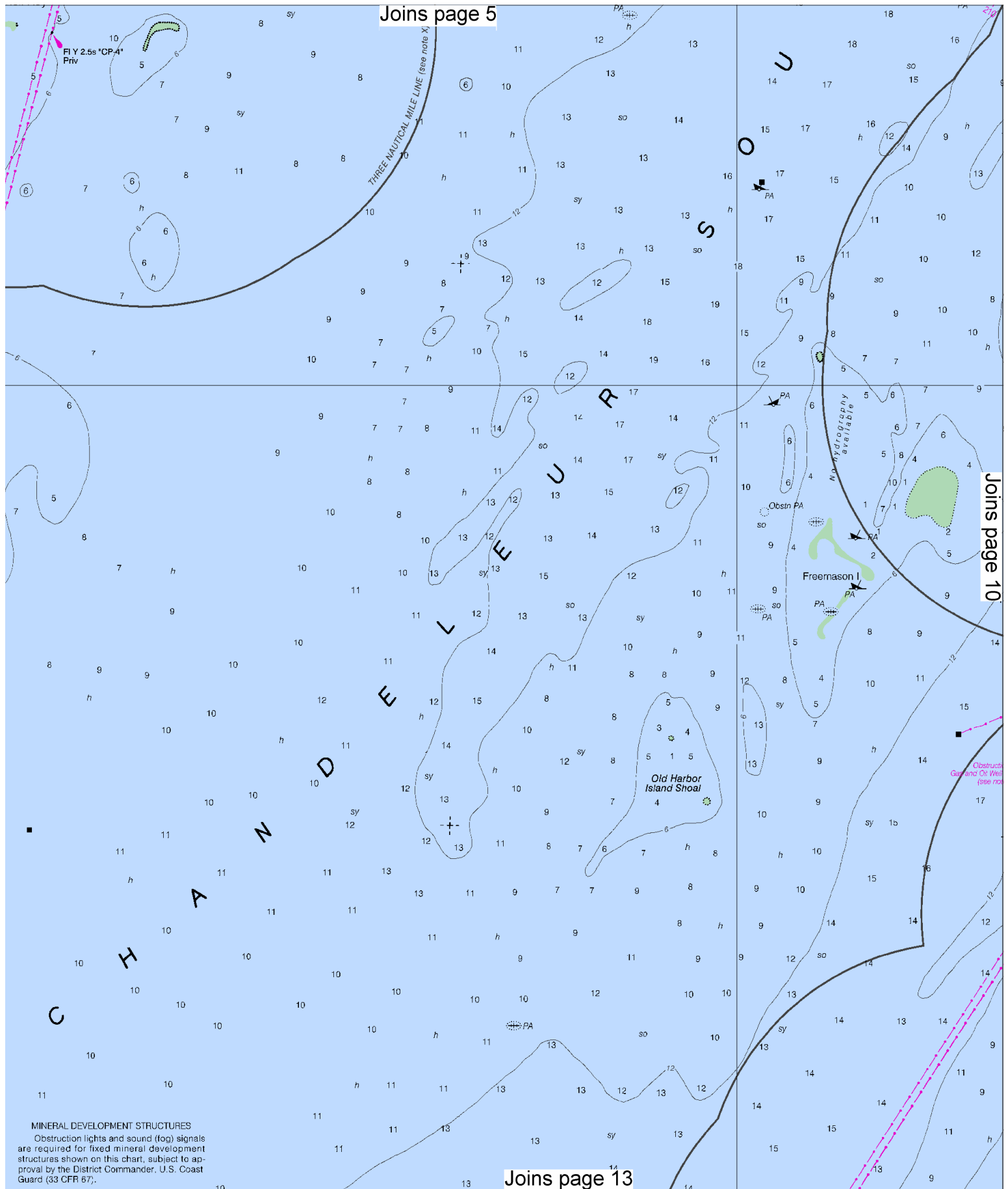
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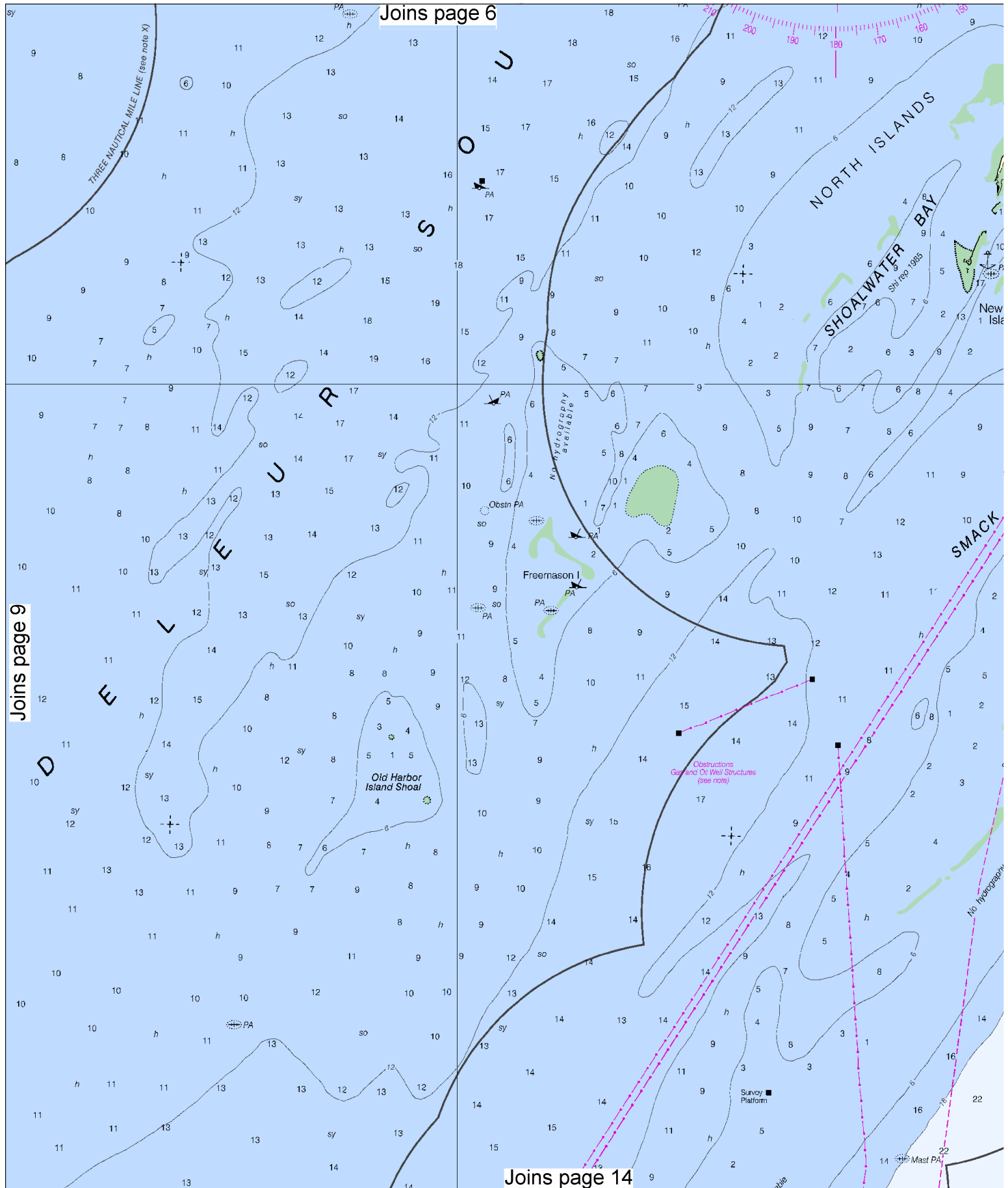
See Note on page 5.



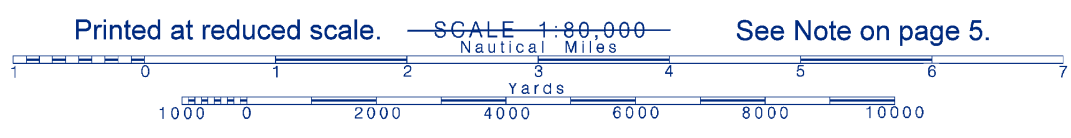
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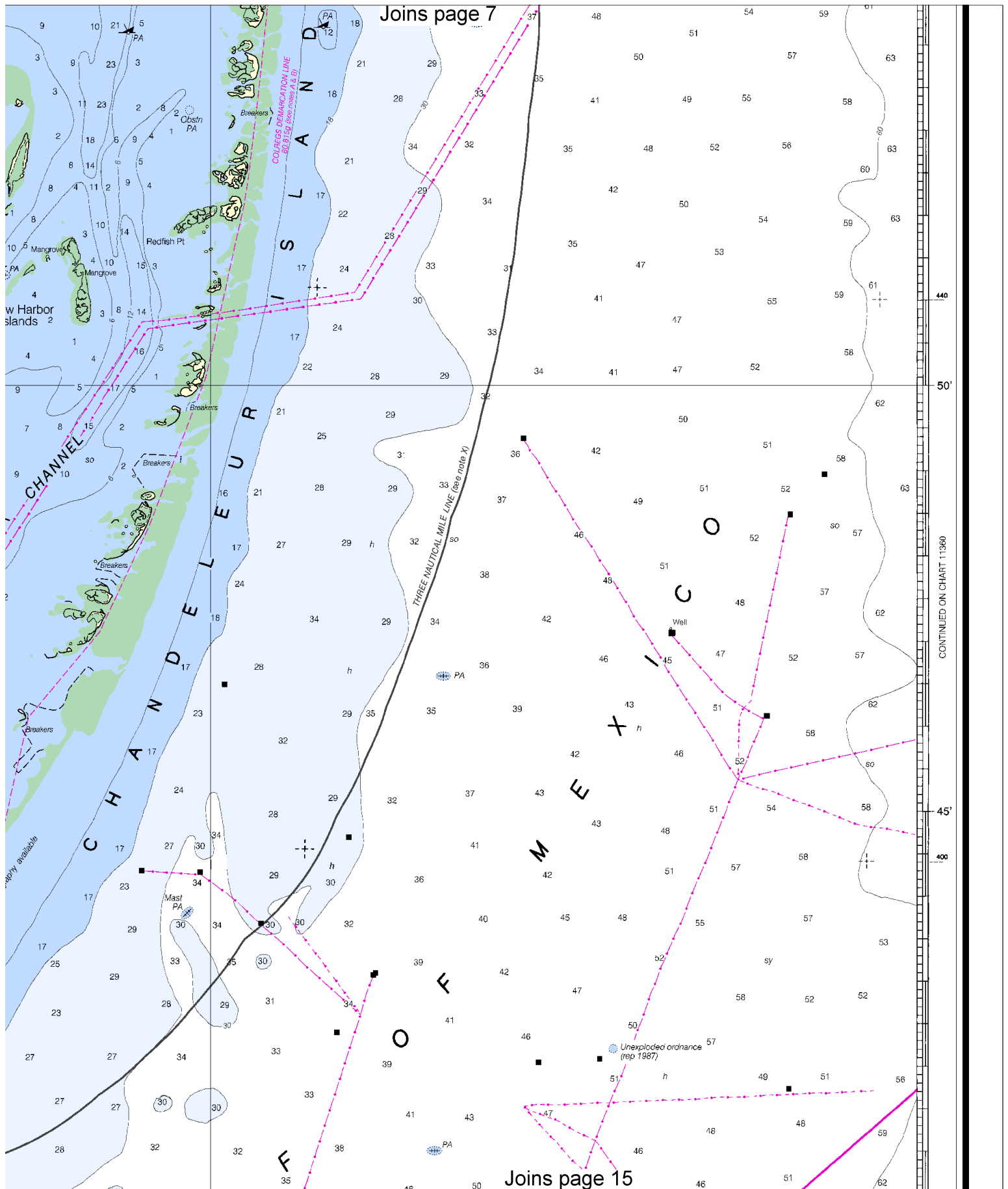




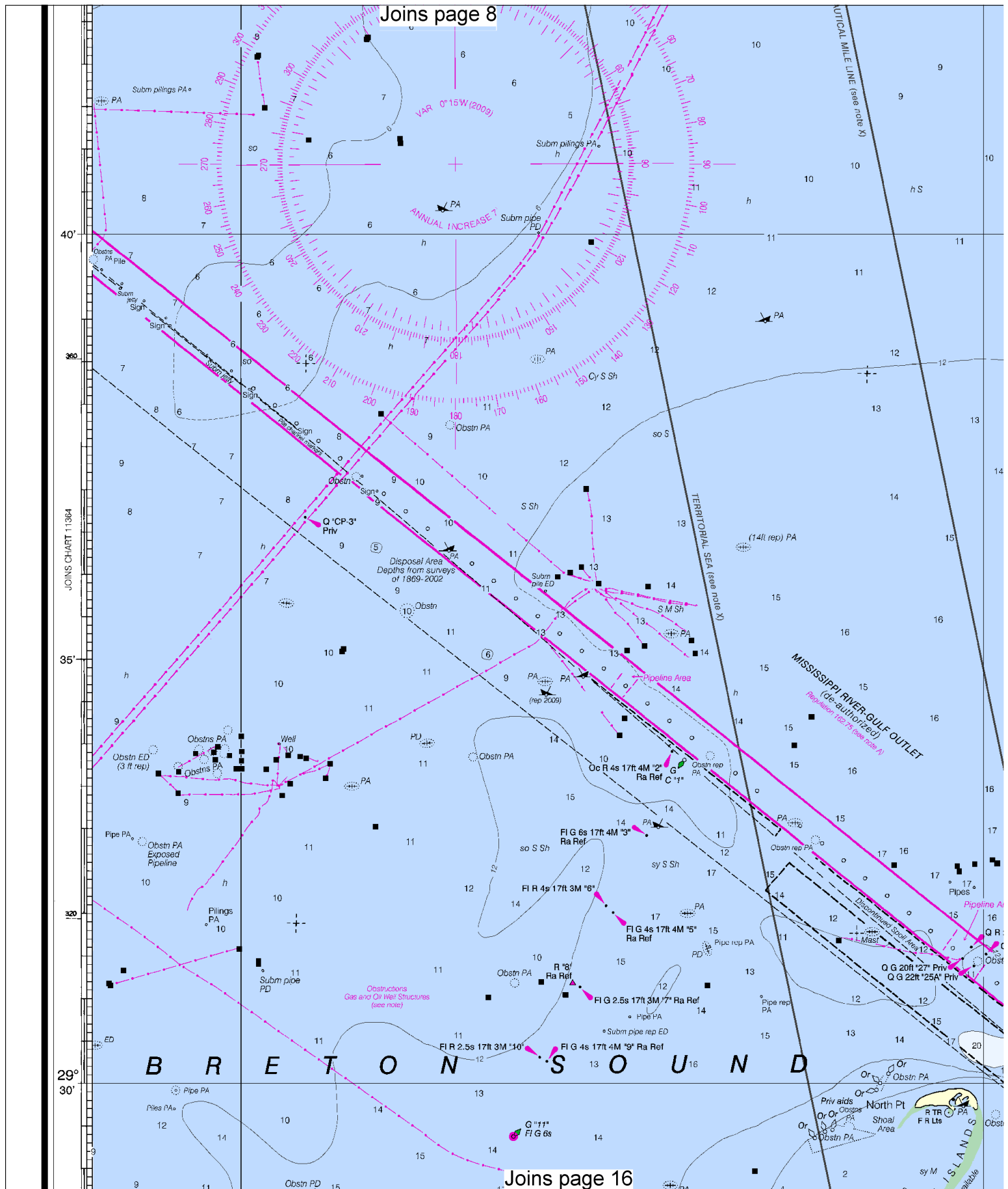
10



See Note on page 5.



CONTINUED ON CHART 11360



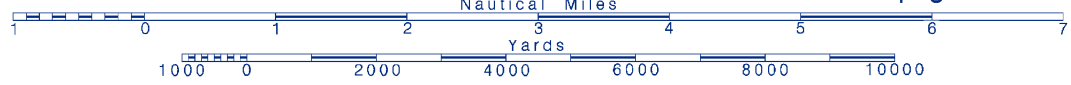
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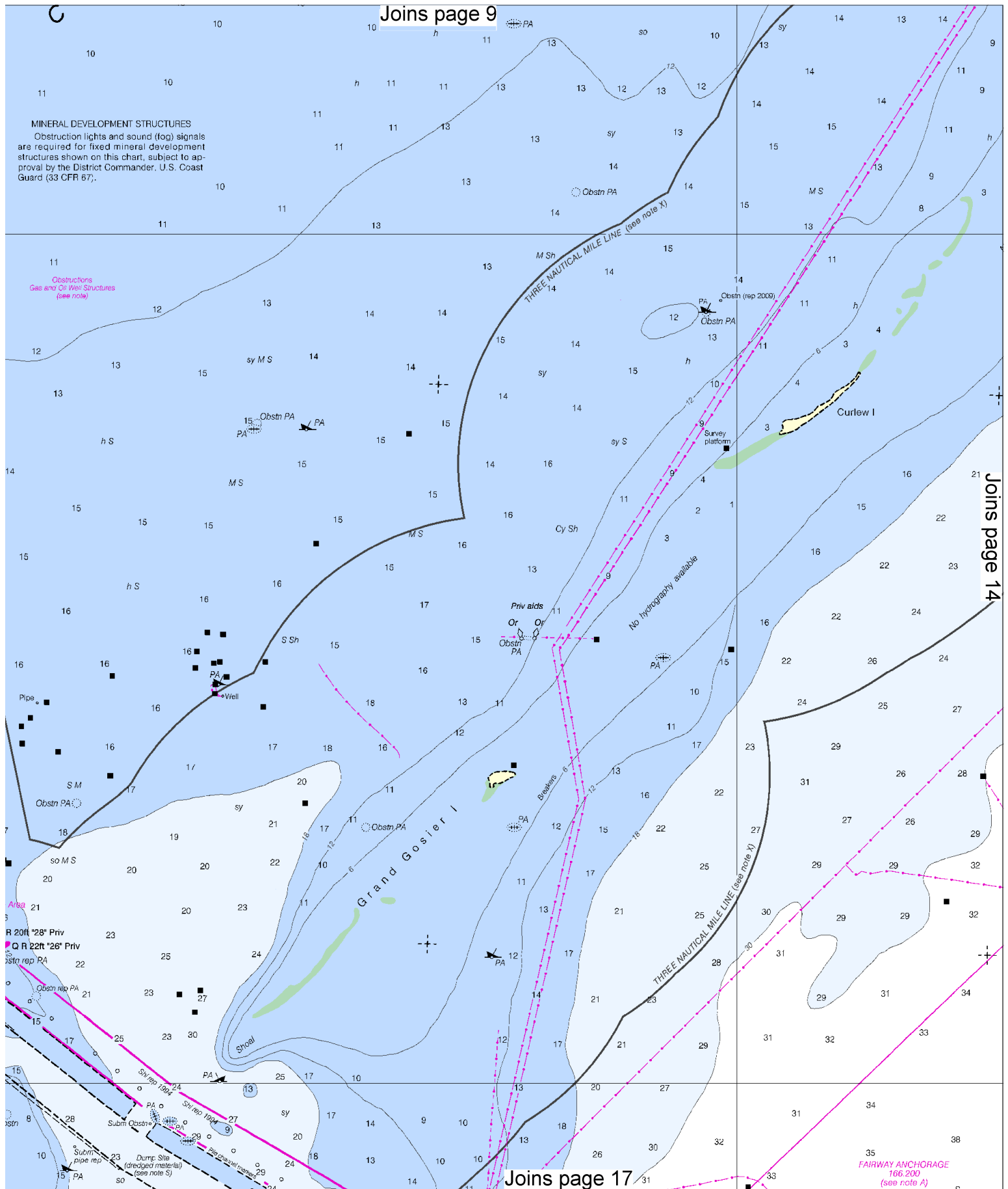
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See Note on page 5.



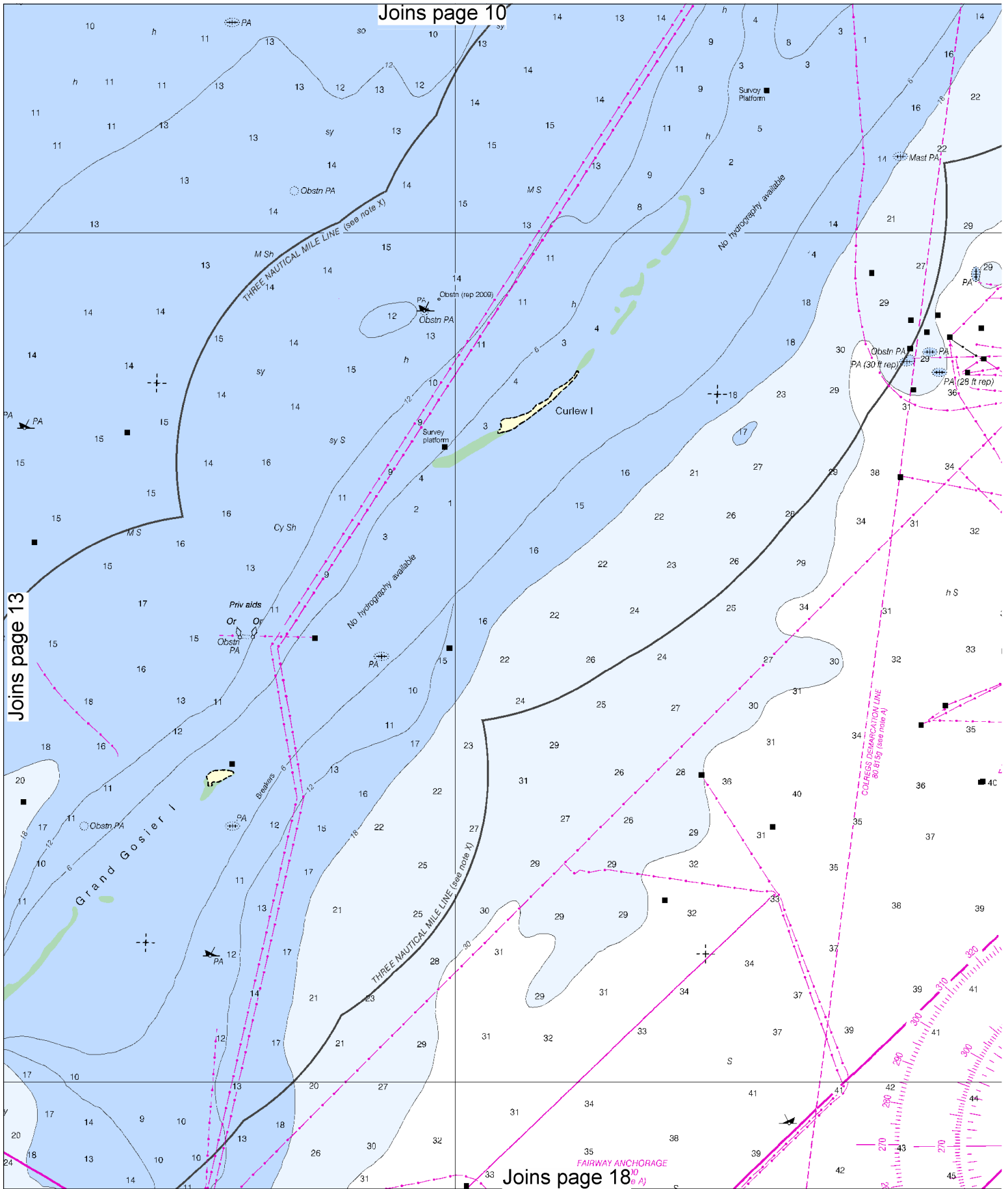
**MINERAL DEVELOPMENT STRUCTURES**  
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

Obstructions  
Gas and Oil Well Structures  
(see note)



Joins page 10

Joins page 13



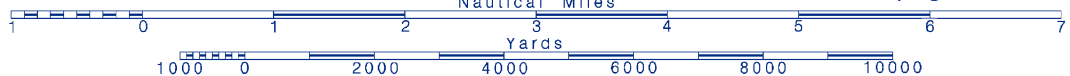
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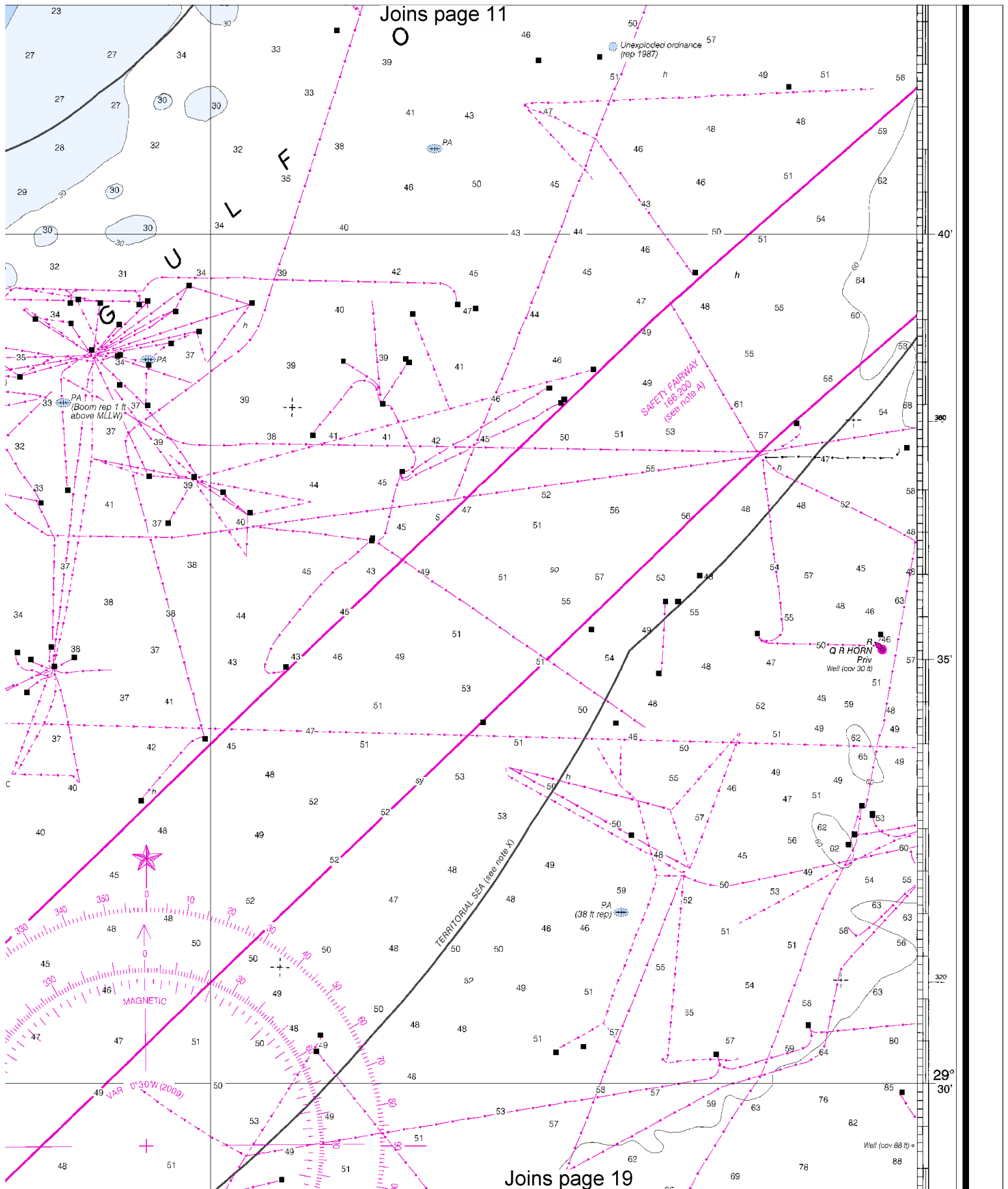
Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



Joins page 11



Joins page 19

[illegible]

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### CAUTION

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## SOUNDINGS IN FEI

16



Printed at reduced scale.

~~SCALE 1:80,000~~

See Note on page 5.



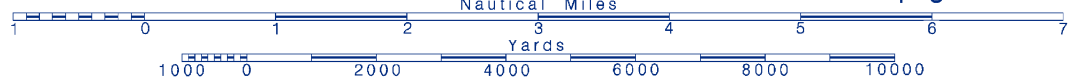
ET

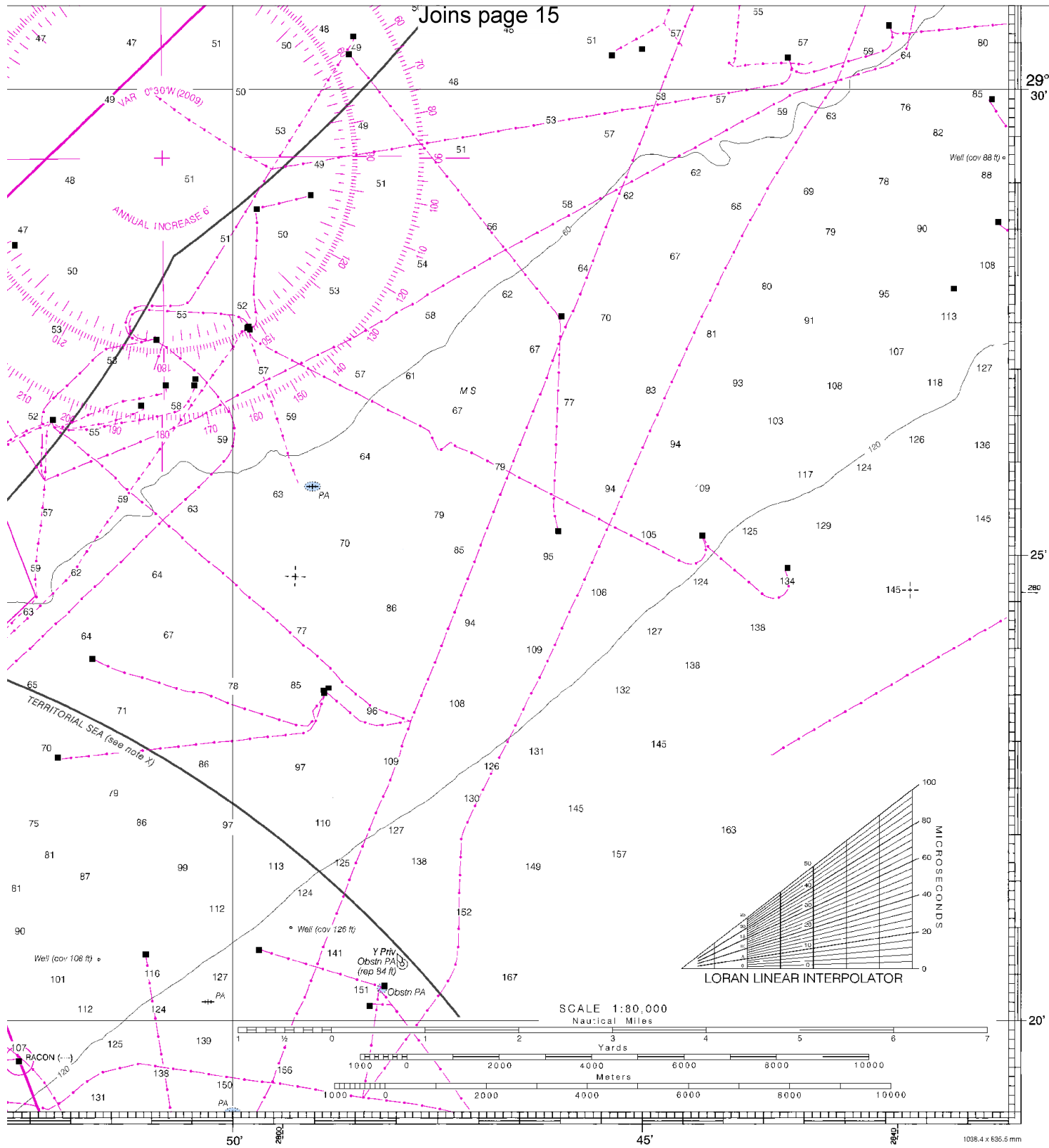
17



~~SCALE 1:80,000~~  
Nautical Miles

See Note on page 5.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

# Chandealeur and Breton Sounds SOUNDINGS IN FEET - SCALE 1:80,000

11363

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NSN 7642014010189

NGA REFERENCE NO. 11BC011363



ED NO. 42

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Group New Orleans** – 504-846-6162

**Coast Guard Station Venice** – 985-534-2332

**Coast Guard Station Gulfport** – 228-863-5818

**MS Dept of Marine Resources** – 228-432-7708

**LA Wildlife and Fisheries** – 800-442-2511

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).